

REPORT

CD NO.

25X1

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The situation at the Sorge-Yatzendorf mine has remained unchanged. Almost exclusively grade-III ore continues to be extracted. The workforce has also remained unchanged. Rumors have it that at a depth of 21 meters below the present lowest level exploitable ore deposits have been found.
2. At Truenzig, an average of 45 to 50 freight cars continue to be loaded in the usual three daily shifts. The loading of freight cars of the Zwickau - Crossen, the Gittersee, and the Aue shuttle train service was observed. An estimated 80 percent of these shipments were sent to Zwickau - Crossen. The freight cars were dispatched in small batches to Werdau where the cars destined for Gittersee and Aue were weighed. On 15 July 1955, 24 freight cars labelled "Shuttle Train Teichwolframsdorf - Gittersee" were observed being weighed. From Werdau, the freight cars were not always dispatched in units containing only uranium shipments. Repeatedly batches of 6 to 15 ore-loaded freight cars were observed attached to normal freight trains or passenger trains. Recently, these ore shipments have been left unguarded. The ore shipments were observed parked on the tracks for prolonged periods of time without being guarded.
3. An exploratory shaft was sunk northwest of the "Muecke" restaurant. Samples extracted are said to have been of unsatisfactory quality. Only one working brigade was employed. The forest located west of the "Muecke" restaurant was cut down and the ditch was enlarged. Two earth movers and seven tipping cars were used at the clearing operations. Overburden was moved to a dump some 180 meters away. The ore is said to have been found at 30 to 35 meters below the surface. Up to the present time, only overburden was removed.
4. Work at the Gauern mine is expected to be completed in September. All projects for enlargement of this mine have been abandoned.
5. At Gauern, grade-III ore was loaded into 40 to 45 freight cars in three daily shifts. The cars were labelled "Shuttle Train Gauern - Zwickau" or "Shuttle Train Gauern - Gittersee". Most of the cars were dispatched to Zwickau.
6. The new shaft of the Lichtenberg central mine with its new large hoisting tower is located at a distance of about 200 meters from the old mine shaft.

~~S-E-C-R-E-T~~

25X1

CLASSIFICATION

STATE	X	NAVY	#X	NSRB	DISTRIBUTION								
ARMY	#X	A/R	#X	FBI			AFC	X					

25X1

25X1

It has been sunk down to 120 meters' depth. No ore has as yet been extracted. The workforce was slightly increased. At the old mine, ore was extracted on schedule. Grade-II and predominantly grade-III ore was extracted.

7. The workforce of the Schmirchau central mine continued to increase. Some 470 workers and employees were observed at the early morning shift. Combined with the workforce of Object 11, this figure indicates a total workforce of 1,200 persons. Construction work at this mine is being continued and both entrances to Object 11 are still under construction. Both shafts are brick-lined, and both are equipped with new high iron hoisting towers. Workshops and other buildings are being erected near the shafts and are to accommodate machinery, compressors, washing facilities and the like. The scheduled depths have not yet been reached. One of the shafts was sunk to a depth of 125 meters, the other one has reached 90 meters. Extraction of grade-II and grade-III ore proceeded according to schedule.
8. Ore from Lichtenberg, Schmirchau, and Stolzenberg was shipped at the Ronneburg railroad loading ramp and at the loading ramp of the People's-owned furniture factory. This latter ramp is presently being enlarged. A new track was laid and a new ramp is being constructed south of the old ramp. An ore bunker and a permanent conveyor belt are being constructed alongside the new track. It is intended to concentrate all loading operations at this point. Shipping operations were performed in three daily shifts. Loaded freight cars were dispatched to Zwickau, Crossen, and Aue. An average 200 cars were loaded per day. The increase in the quantity of ore shipments can be accounted for by the fact that the ore from Stolzenberg is also being shipped at Ronneburg.
9. Operations at the Stolzenberg mine are being considerably intensified since the water table has receded. The ore deposits are located at 7 meters depth. The workforce is unchanged. The Raitzhain - Ronneburg highway has been provided with a gravel track for tipping cars. In view of the unfavorable soil conditions, it is not intended to construct loading facilities alongside the railroad tracks near the mine. Three to four Soviets were employed at each shift.
10. Drilling operations were continued at Object 25. The number of drill rigs set up in the area of Object 9C was estimated at from 250 to 300. Drilling work was done in three daily shifts. Each drill rig was operated by a drill master assisted by two helpers. The drilling activities were focussed on the Kauern - Lengefeld and the Raitsdorf - Raitzhain - Posterstein areas. According to drill operations, depths of up to 600 meters were reached, although generally the holes did not exceed a 300 meters level.

25X1